

Series I
Correspondence,
1932-1973

Box 5, Folder 1

Personal letters
received, undated

0598

Box 5

Incoming Received, 1932-1946

Undated letters from Allen and Theobald are significant.

Smeddy letter of July 15 (Admiral Smedburg, Chief of Personnel)
Indicates confusion of recollection and misunderstanding.
This may have happened many times.

0599

MRS. HOWARD W. TAYLOR JR.
MONK ROAD
GLADWYNE, PENNA.

Dear Batsis - Ever since you were
down here I have been meaning to
write and tell you how much we all
enjoyed your visit and Bodie loved
going to the game. I was sorry that
other activities conflicted but so
glad to see you. I regret that we
were experiencing domestic problems
as that sort of intervention always
preys on the best hostess. I am
writing now to tell you our own
special news which has come
after ten long years of work in

0600

Bodie and a real reward.
He has just been made a
partner in Moyas, Lewis &
Bockius. The biggest law firm
in Phila. & one which has the
highest tradition, reputation
& legal prestige. There are
50 men - and with Bodie only
22 of them are partners so
it takes a lot to get in!!

We all send our love & Best
wishes for a Happy Christmas
and we loved seeing you & looking
forward to the summer reunion
of not before. Affectionately,
Elyse & I

Tuesday

0601

Pres
The New England Quarterly

46 Pinckney Street

MRS. LOVELL THOMPSON
Book Review Editor

Boston 14, Massachusetts

Dear Admiral Bates:

We have for review Volume IX of Professor Morison's history of naval operations in World War II, covering Sicily-Salerno-Anzio. Is there any chance that I might persuade you to review it for us? We should like three or four typewritten pages; our next deadline is November 15, but we could easily wait till February 15 for the review if that were more convenient.

I should be delighted if you would.

Sincerely yours

Katherine S. Thompson

0602

NAVAL WAR COLLEGE
Newport, R.I.

(Date)

From: Captain Richard W. Bates, U.S.N.
To: The Chief of Naval Operations.
Via: The President, Naval War College.

Subject: Depth Charges - New Design of.

1. It is a difficult matter, once an attack has been made on what appears to be a submarine, to know

- (a) Whether the target was in fact a submarine, and
- (b) How near the depth charge explosion was to the submarine.

2. It is noted that with increasing knowledge of design and with increasing strength of materials, the depths to which submarines may dive are increasing. It is rumored that the depth may soon be ⁶⁰⁰~~400-500~~ feet.

3. The greater the depth to which a submarine may safely dive the less chance of destroying or even damaging it, as the probability that the depth charge is set at the proper depth is inversely proportional to the possible limiting depth.

Therefore, it may be assumed that should the Germans produce a submarine that can operate at say ⁶⁰⁰~~400-500~~ feet, the performance of the anti-submarine forces will markedly decline.

4. It is therefore suggested that it might be possible - the writer frankly admits a lack of definite information on the subject - to have a depth charge which will operate in two ways -

- (a) As at present by water pressure.
- (b) On the principle of a magnetic mine.

The idea is that the present depth charge setting would be set for say 400 feet and therefore we may expect that no matter what happens the charge should explode at that depth. But supposing that the submarine is at a less depth. Then the effect of the explosion would only be effective in the danger area. This is where the magnetic idea comes in. This idea is that the depth charge would be innocuous until it was tossed overboard. Then it would arm by means of water pressure which would be set

0603

to arm the magnetic device at say 50 feet. This would allow the dropping vessel to clear before the depth charge exploded. This 50 feet would not free the submarine from danger as it would then be visible to the attacking vessel, and might be rammed.

After the depth charge had armed itself magnetically, it would be a menace to any submarine which was within the magnetic danger space, shall we call it, of the sinking depth charge. Thus, should the depth charge explode before the expected time for the depth setting explosion to occur, it would be a clear indication of the presence of a submarine. It would not necessarily indicate that the submarine has been destroyed but it would most probably be an indication of damage.

5. The particular value of the above magnetic device is that it would require no depth setting other than that for arming (say 50 feet) and should markedly increase the efficiency of anti-submarine methods.

R. W. Bates.

0604

MEMORANDUM FOR CAPTAIN BATES:

Upon getting to the College this morning I reviewed the question of reducing a naval officer in rank, and since the matter is one of general interest, here is a statement of the law:

C.M.O. 101-1920, page 24:

- "In support of the foregoing opinion, too much emphasis can not be laid upon the fact that it is impossible under existing law to reduce commissioned officers from one commissioned rank to another. A commissioned officer can be reduced by sentence of general court-martial to ordinary seaman under article 9 of the Articles for the Government of the Navy, (absence from command without leave), but neither by sentence of court-martial nor otherwise can he be reduced from one commissioned grade to another. The reasons are obvious. Having been lawfully appointed by nomination, confirmation, and commission, to an office of no fixed term, he holds such office until his death, resignation, retirement, or discharge, and the revocation of his commission does not serve to make him an officer in a lower grade, but, on the contrary, is tantamount to discharge from his office and from the Navy. He can not become an officer in a lower grade except by being again nominated, confirmed, and commissioned and by the acceptance of his commission."

Winthrop's Military Law and Precedents, p. 660, Vol I:

"Reduction of officers in grade - as from captain to lieutenant - is * * * * unknown to our law."

To the same effect see: C.M.O. 93-1918, p. 2.

This memorandum does not cover the various methods which might be utilized to obtain the result of separation of an officer from the service, but only the legality of reduction of one rank to a lower rank. Under the Congressional act of 1938, of course, an officer with less than seven years service may have his appointment revoked under such regulations as might be prescribed by SecNav. Also a naval reserve officer is in a somewhat different status when it comes to separation from the service, because under the 1938 Naval Reserve Act a reserve officer may be placed on the inactive list at discretion, and when on the inactive list he may be given an administrative discharge. This latter method is the one usually employed in the Navy today. The reserve officer is directed to submit a special fitness report; it is marked unsatisfactory, referred to the officer for comment, submitted to the department with the recommendation that the officer be placed on inactive duty. That is done as a matter of course, and a few weeks later the officer involved is given an opportunity to show cause why he should not be given an administrative discharge for one of the

0605

CHAPLAIN

RD WORKMAN

THE CHIEF OF NAVAL PERSONNEL

Pers
7

They had been
shipmates in
USS MARYLAND
in 1923-24

NAVY DEPARTMENT,
WASHINGTON, D.C.

Dear Rafe —

I have just received
your and hasten to assure
you that I would never
at any time approve of the
taking of photographs of
those participating in the
Communion Service. I do not
like to have pictures taken of
any worship service but I do

0606

We receive large numbers
of photos taken of Catholic
Chaplains ministering
the sacraments to the dead.

As a matter of fact, - practically
all such photos are of
Catholic (Roman) services; I do
not know when I have
received a photo of men
participating in a Protestant
Holy Communion Service.

I am very sorry you had

0607

realize that the public
back home ~~do~~ like to have
these assurances that the
boys are being ministered
to. However, while a normal
service might be photographed,
let us say, while the
men were on their feet &
singing a hymn I would
never sanction any photos
during the Communion Service.
Strange as it may seem,

0608

to pass through this
experience. I apologize
for the Corp. You do have
a fine, able - even though
young - Chaplain. I presume
he was under the pressure of
numbers when he joined in
the "union" service arranged for
the purpose of securing the
-photographs. I am sure he has
learned a fine lesson from you.
Pardon haste! I am delighted to hear you
have such a fine ship. Cordial personal
regards & best wishes - always
Shipmate - Eddie R. Dworkin

0609

NATIONAL BROADCASTING COMPANY, INC.



A RADIO CORPORATION OF AMERICA SERVICE

TRANS-LUX BUILDING

WASHINGTON, D. C.



BROADCASTING STATIONS

WRC WMAL

950 KC 630 KC

Thursday -

Dear Dick -

Life was really a dream in Florida
(hope you received my card) but now
it's time to come out of the clouds
and back to a life of "stop watches"
and "seconds."

Still wondering about you - hope
you don't mind terribly because I
rather enjoy reminiscing about you.

Right now I'm home (Pennsylvania)
for the week-end, and while I
recalled a remark of yours I thought
"now" would be a good time to do
something about it.

Columbia Broadcasting is organizing
a new department in which they will conduct

0610

and present new educational and government programs. I've been working on school and educational programs for National during the past year, and am of course terribly interested.

I love radio and am anxious to continue in radio in New York in this department. Just between you & me I think Columbia has a better staff, better programs, and better ideas - sounds a bit prejudiced, doesn't, but on the other hand it's really self-evident.

Getting to the point I remember (of course) your remark about knowing Mr. Foley & you can guess the rest. Yes, I would terribly - I'd like to have a letter of introduction to him. I know right now you are scolding me - but please don't - I want it so much. I've had excellent training and good radio experience in those two years and sincerely feel qualified for New York. Incidentally my sister & her husband are being transferred there.

I wish you would soon come East ---
so many times I've wanted to talk with
you. This summer maybe? Please
try --- it's been almost a year
since I've seen you - you know?

Think about you very often - Betty
& Jessica asked about you the other day
too - of course you're not interested.
It's them - only me - remember?

Always,
Lutz

P.S. My Washington address is

1515 Buchanan St., N.W.

Washington, D.C.

I'll be so grateful for anything you
do. Thanks a million.

MR. W. J. D. BELL, JR.
THE UNIVERSITY CLUB
PITTSBURGH 13, PA.

Mr. Richard W. Bates
Global Strategy Course
Naval War College
Newport, Rhode Island

My Dear Mr. Bates:

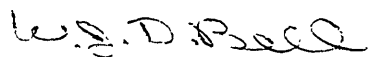
I am sure the duty at Newport was the most stimulating and frightening experience I have had since World War II. My only regret is we didn't have more time to meet and talk with everyone there.

As a small action program, I have been making a few talks around the Pittsburgh area to our reserve groups.

I had some reprints made of our November article in the Pittsburgh Press. Please let me know what you think of it.

When you are in Pittsburgh call me and I hope we can discuss some way to follow-up our course.

Sincerely,



W. J. D. Bell

0613

In reply refer to Initials
and No.

NAVY DEPARTMENT
OFFICE OF CHIEF OF NAVAL OPERATIONS
WASHINGTON

Saturday, 2 March

Dear Page -

Your letter of 25 Feb just received.

I was shocked and terribly sorry about your ~~and~~ bad luck. Thanks for your kind remarks.

Have shown Admiral your letter. He said "Bates is a good kid - I like him & I'd like to have him here if there is any job". I then took your letter to Admiral Tammie & told him what C.N.O. said. He sent for Capt. Canaga who handles state liaison with Bremer. Canaga said there were no vacancies now or in prospect - ~~the~~ I knew already. Canaga has been told to put your name down if and when there is a possible opening. There is no name ahead of yours.

There are no vacancies in ship movements - George Pober relieves Dick Field - who goes to War College. Open state ~~for~~ this year was made up last year (in August) it then goes thru a 3 or 4 months state of flux. There may be a vacancy turn up before June. I will keep an eye on the situation & keep it hot & let you know any dope. Don't talk about this. I'm getting ~~the~~ in the Antennal in a hurry. Let's hope for luck. My very best to you & from Kitty too.

Tommy & Royal

0614

"SECURE"
Crystal River, Fla.

July 15th.

Dear "Rafe":

I guess it was about time I retired, if you say that a competent witness was present who gathered, as did you, that I said we would recall you as a Rear Admiral.

Now that I have not started this letter with an apology, I must abjectly do apologize for taking so long to answer yours to me of the end of May. When it arrived, I thought long and hard about your visit to me and still came up with my recollection of having told you we could recall you to active duty, "perhaps", or "possibly" as a Rear Admiral, though I am sure I told you that it was difficult to get the Secretary's OK on the recall of an officer to active duty in his advanced rank on the retired list, UNLESS I could certify to him that the advanced rank was most important for the specific job for which I wished to recall him. I made very few exceptions while in the job because, frankly, I agreed with the Secretary's position 100 %. The Secretary at that time was Korth, I believe, I convinced either Korth or Connolly that we needed Felix Johnson in his retired rank of Vice Admiral because of the importance of that rank for the Reserve Board he was to head for about nine months. I also had to produce a Rear Admiral who spoke Spanish fluently (or perhaps it was Portuguese) and, not having one available on the active list, I took the only volunteer from the Retired list and recalled Saunders in his retired rank.

As a matter of fact, my memory tells me that when I suggested that we could recall you to active duty if you felt that would be helpful to you, you stated very positively that you were not interested in active duty for yourself.

I certainly could not have promised you that we would recall you as a Rear Admiral because I knew that Admiral McDonald was very loathe to recall retired officers to active duty anyway, and even with his approval, there remained the requirement for that of the Secretary. With Korth, it was a battle to get him to approve those we retained on active duty, from year to year, even in their active duty rank; people like the Curator of the Museum at the Academy, etc.

I'm awfully sorry for the misunderstanding but I have had many instances where two people take two different understandings from a conference, concerning what agreements were reached; each feeling that his position had been accepted. That was inevitably the case after each conference I had with Admiral Pickover!

As for this long delay, your letter just got buried under a mass of unanswered mail with which I was swamped on retirement, and for which I was not and am not prepared. We have one tiny desk which, supposedly, Claudia and I share though she says she can't find it under my stuff on it. This vacation place is not equipped for full-time living.

I'm sending a copy of this letter to "85" Semmes.

Warmest regards, and good luck with your project, for which your two main supporters are now beyond the pale.

Smiddy

0615

Baltimore
27 April.

Dear Captain,

I finally saw Admiral Kault this morning for a few minutes before a ship conference. This was my first encounter with him and he was grand with me.

The admiral showed me a picture and told me he had a recent letter from you. He talked only a few minutes of the ship before he was summoned by buzzer to the conference. I told him you had a fine ship and that we were all proud of her and our accomplishments. His answer to my best memory was, "Of course he has. He is a thinker and one who does things." I wanted to remain and talk with him after the conference but today is apparently one of his busy days.

On my way out, I ran into Shedley. I was surprised to find him in Washington so soon. He said he would be in San Juan in another week to ten days.

Virginia and I leave tomorrow morning for Key West. We have nice accommodations going down and reservations at the Seagrape Hotel. The Marina, the large hotel, is ratty and they wouldn't promise anything until the latter part of May.

as soon as I could learn
my date of detachment from
Key West, I wrote to the Quartermaster
at Old Point Comfort
for accommodations during
the two weeks at Norfolk
N.O.B. This hotel was also taken
over by the Army-Navy (I am
told). They came back with
reservations for two weeks
only - the time I requested.
Now I am trying to learn date
of detachment from N.O.B. so
as to make P.O. Rand hold
accommodations to and in
Bath.

Leave has been great except
that the past ten days have
been spent in the throes of
flu and cold. I still sound
like a fog horn but feel
fine. The month has been
miserably cold with snow
rain and more rain. There
have been two sunny days yet,
the trees are fairly well clothed
with new leaves. I fully in-
tended to run over to Annapolis
for a day to see the sights and
call Falgout and Captain
Humphrey. If I am allowed
to proceed thence to Bath from
Norfolk, I'll run over then.

I am allowed only travel
time from Key West to Norfolk
(2 days).

The admiral spoke a
little of a super destroyer which
we would have after the
war! I imagine this is the
one you were telling me about.
He said it is the type we would
all like to command.

I have had some nice
letters from Ted and the others.
It is certainly good to get them
and I hope Dean keeps up
with the Minnie through
this medium. Before you leave
captain I hope Dean
bring '733 alongside for
fueling.

When I am settled I'll
sit down and write a long
letter to let you know some-
thing of the ship, crew, and
training (pre-commissioning
which is something comparatively
new).

Again I want to thank you
for a wonderful tour as
one of your department heads.
I am going to have a difficult
time commissioning the ship
but I would like for you
to know that I feel well

qualified and am most aw-
kward to begin. A great part
of the self-assurance I had
I know came from you.

Virginia joins me in
sending kindest regards.
Best of luck, success
and happiness to you
and captain. Please remember
me to Comdr. Hagler, John,
Hines, Klein and the others.
I have just written to Ted
acknowledging his fine
letter.

Sincerely
Alton Parker